

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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Cheryl Viegas-Walker, El Centro

Transportation

Keith Millhouse, Ventura County  
Transportation Commission

## MEETING OF THE

# TRANSPORTATION COMMITTEE

***Thursday, February 7, 2013  
10:00 a.m. – 11:00 a.m.***

**SCAG Main Office  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Board Room  
Los Angeles, CA 90017  
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email [harris-neal@scag.ca.gov](mailto:harris-neal@scag.ca.gov)

Agendas & Minutes for the Transportation Committee are also available at: [www.scag.ca.gov/committees/tc.htm](http://www.scag.ca.gov/committees/tc.htm)

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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## Transportation Committee

### *Members Roster – February 2013*

#### Members

#### Representing

<b>Chair*</b>	<b>1. Hon. Keith Millhouse</b>	<b>Moorpark</b>	<b>VCTC</b>
<b>Vice-Chair*</b>	<b>2. Hon. Alan Wapner</b>	<b>Ontario</b>	<b>SANBAG</b>
*	3. Hon. Michael D. Antonovich		Los Angeles County
*	4. Hon. Bruce Barrows	Cerritos	District 23
*	5. Hon. Glen Becerra	Simi Valley	District 46
	6. Hon. Russell Betts	Desert Hot Springs	CVAG
	7. Hon. Robert “Bob” Botts	Banning	RCTC
*	8. Hon. Stan Carroll	La Habra Heights	District 31
*	9. Hon. Gene Daniels	Paramount	District 24
	10. Hon. Jeff DeGrandpre	Eastvale	District 4
	11. Hon. Steve Diels	Redondo Beach	SBCCOG
*	12. Hon. Paul Eaton	Montclair	District 9
	13. Hon. Aziz Elattar		Caltrans District 7
	14. Hon. Mario Guerra	Downey	GCCOG
*	15. Hon. Frank Gurulé	Cudahy	District 27
	16. Hon. Bert Hack	Laguna Woods	OCCOG
*	17. Hon. Matthew Harper	Huntington Beach	District 64
*	18. Hon. Carol Herrera	Diamond Bar	District 37
	19. Hon. Bill Hodge	Calexico	ICTC
*	20. Hon. Jose Huizar	Los Angeles	District 61
*	21. Hon. Jim Hyatt	Calimesa	District 3
	22. Hon. Trish Kelley	Mission Viejo	OCCOG
	23. Hon. Randon Lane	Murrieta	WRCOG
	24. Hon. James C. Ledford	Palmdale	North L. A. County
*	25. Hon. Michele Martinez	Santa Ana	District 16
	26. Hon. Brian McDonald		Chemehuevi Indian Tribe
	27. Hon. Ryan McEachron	Victorville	SANBAG
	28. Hon. Marsha McLean	Santa Clarita	North L. A. County
*	29. Hon. Dan Medina	Gardena	District 28
*	30. Hon. Barbara Messina	Alhambra	District 34
*	31. Hon. Leroy Mills	Cypress	District 18
*	32. Hon. Jim Morton	Lynwood	District 26
*	33. Hon. Brett Murdock	Brea	District 22
*	34. Hon. Steven Neal	Long Beach	District 29

## Transportation Committee

### *Members Roster – February 2013*

#### Members

#### Representing

* 35. Hon. Shawn Nelson		Orange County
* 36. Hon. Pam O'Connor	Santa Monica	District 41
37. Hon. Micheál O'Leary	Culver City	WSCCOG
* 38. Hon. Gary Ovitt		San Bernardino County
* 39. Hon. Bernard C. Parks	Los Angeles	District 55
* 40. Hon. Gregory Pettis	Cathedral City	District 2
* 41. Hon. Frank Quintero	Glendale	District 42
42. Hon. Teresa Real Sebastian	Monterey Park	SGVCOG
* 43. Hon. Ronald Roberts	Temecula	District 5
* 44. Hon. Mark Rutherford	Westlake Village	District 44
45. Hon. Damon Sandoval		Morongo Band of Mission Indians
46. Hon. David Spence	La Cañada/Flintridge	Arroyo-Verdugo Cities
47. Hon. Karen Spiegel	Corona	District 63
48. Hon. Tim Spohn	City of Industry	SGVCOG
* 49. Hon. Jeff Stone	Riverside County	Riverside County
50. Hon. Jess Talamantes	Burbank	SFVCOG
* 51. Hon. Donald Voss	La Cañada/Flintridge	District 36

\* Regional Council Member

# TRANSPORTATION COMMITTEE

## AGENDA

### FEBRUARY 7, 2013

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*The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.*

#### **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*(Hon. Keith Millhouse, Chair)*

**PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

#### **REVIEW AND PRIORITIZE AGENDA ITEMS**

**Time      Page No.**

#### **CONSENT CALENDAR**

##### **Approval Item**

- |                                                  |                   |          |
|--------------------------------------------------|-------------------|----------|
| 1. <u>Minutes of the January 3, 2013 Meeting</u> | <b>Attachment</b> | <b>1</b> |
|--------------------------------------------------|-------------------|----------|

##### **Receive and File**

- |                                             |                   |          |
|---------------------------------------------|-------------------|----------|
| 2. <u>Summary Report from Subcommittees</u> | <b>Attachment</b> | <b>8</b> |
|---------------------------------------------|-------------------|----------|

#### **ACTION / INFORMATION ITEMS**

- |                                                                                                               |                   |                 |           |
|---------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-----------|
| 3. <u>ON THE MOVE Southern California Delivers the Goods Summary Report</u><br><i>(Annie Nam, SCAG Staff)</i> | <b>Attachment</b> | <b>20 mins.</b> | <b>11</b> |
|---------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-----------|

**Recommended Action:** For discussion.

- |                                                                                                                                                                   |                   |                 |           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-----------|
| 4. <u>Aviation Subcommittee for the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</u><br><i>(Hasan Ikhata, Executive Director)</i> | <b>Attachment</b> | <b>10 mins.</b> | <b>27</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------|-----------|

**Recommended Action:** For discussion.

# TRANSPORTATION COMMITTEE

## AGENDA

### FEBRUARY 7, 2013

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#### ACTION / INFORMATION ITEMS - continued

	<u>Time</u>	<u>Page No.</u>
5. <u>Transportation Committee (TC) Video-conferencing Pilot Program</u> (Darin Chidsey, Acting Director, Strategy, Policy & Public Affairs)	Attachment 10 mins.	29

**Recommended Action:** Recommend that the Regional Council waive existing policies prohibiting members of the Transportation Committee (TC) to participate in regularly scheduled TC meetings via video conference, for a period of six (6) months and approve video-conference protocols outlined in this report to facilitate the meeting process.

6. <u>State Legislation Allowing Triple Bike Racks on Buses</u> (Darin Chidsey, Acting Director, Strategy, Policy & Public Affairs)	Attachment 5 mins.	31
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**Recommended Action:** For information only.

#### SUBCOMMITTEES' REPORT

##### CHAIR'S REPORT

(Hon. Keith Millhouse, Chair)

##### STAFF REPORT

(Ryan Kuo, SCAG Staff)

##### FUTURE AGENDA ITEM(S)

Any Committee member or staff desiring to place items on a future agenda may make such a request.

#### ADJOURNMENT

*The next Transportation Committee meeting is scheduled for Thursday, March 7, 2013, at the SCAG Los Angeles Office.*

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Transportation Committee  
of the  
Southern California Association of Governments  
January 3, 2013

*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation Committee (TC) held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Keith Millhouse, Ventura County. A quorum was present.

**Members Present:**

Hon. Mike Antonovich	Los Angeles County
Hon. Bruce Barrows, Cerritos	District 23
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Stan Carroll, La Habra Heights	District 31
Hon. Mary Craton, Canyon Lake	RCTC
Hon. Gene Daniels, Paramount	District 24
Hon. Steve Diels, Redondo Beach	SBCCOG
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jim Hyatt, Calimesa	District 3
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Michele Martinez, Santa Ana	District 16
Hon. Ryan McEachron, Victorville	SANBAG
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Barbara Messina, Alhambra	District 34
Hon. Keith Millhouse, Moorpark ( <i>Chair</i> )	VCTC
Hon. Leroy Mills, Cypress	District 18
Hon. Brett Murdock, Brea	District 22
Hon. Steven Neal, Long Beach	District 29
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Micheál O'Leary, Culver City	WCCOG
Hon. Gary Ovitt	San Bernardino County
Hon. Greg Pettis, Cathedral City	District 2
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ron Roberts, Temecula	District 5
Hon. Mark Rutherford, Westlake Village	LVMCOG
Hon. David Spence, La Cañada-Flintridge	Arroyo Verdugo Cities
Hon. Karen Spiegel, Corona	WRCOG
Hon. Tim Spohn, City of Industry	SGVCOG
Hon. Jeff Stone	Riverside County
Hon. Don Voss, City of La Cañada-Flintridge	District 36

Hon. Alan Wapner, City of Ontario (*Vice-Chair*)      SANBAG

**Members Not Present:**

Hon. Glen Becerra, Simi Valley	District 46
Hon. Paul Eaton, Montclair	District 9
Hon. Mario Guerra, Downey	GCCOG
Hon. Frank Gurulé, Cudahy	District 27
Hon. Bill Hodge, Calexico	ICTC
Hon. Jose Huizar, Los Angeles	District 61
Hon. James C. Ledford	Palmdale
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Dan Medina, Gardena	District 28
Hon. Jim Morton	Lynwood
Hon. Shawn Nelson	Orange County
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Frank Quintero, Glendale	District 42
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Jess Talamantes, Burbank	SFVCOG
Mr. Aziz Elattar	Caltrans District 7

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Chair Hon. Keith Millhouse, Ventura County, called the meeting to order at 10:03 a.m. Hon. Gary Ovitt, San Bernardino County, led the Committee in the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

No members of the public requested to make a comment.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no request to prioritize agenda items.

**CONSENT CALENDAR**

**Approval Items**

1. Minutes of the November 1, 2012 Meeting

A MOTION was made (Hack) to approve the Consent Calendar. The MOTION was seconded (O’Leary) and UNANIMOUSLY APPROVED. Motion passed.

**CONSENT CALENDAR**

2. Draft California High-Speed Train Fact Sheet
3. Summary Report from Subcommittees
4. Transportation Committee (TC) video-conferencing Pilot Program



Chair Millhouse noted that a proposed pilot program would allow Transportation Committee members to participate in meetings via videoconference from SCAG's Regional Offices. The Brown Act provides that a roll call vote is required when videoconferencing. After a brief discussion, Chair Millhouse noted that the matter will be reviewed further at the Regional Council meeting following the Transportation Committee meeting.

## **ACTION ITEM**

### **5. Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations**

Hasan Ikhata, SCAG Executive Director, presented an update on the Pacific Electric Right-of-Way (PE ROW)/West Santa Branch Corridor Alternatives Analysis (AA) – Study Recommendations. Mr. Ikhata noted that this is follow up to a presentation made to the Transportation Committee meeting on October 4, 2012. Additional information had been requested at that meeting, including access to the full report and clarification regarding the analysis of Low-Speed Magnetic Levitation (Maglev). The report has been provided to the Committee and approval by the Regional Council would allow the study to be forwarded to the Los Angeles County Metropolitan Transportation Authority (Metro) and the Orange County Transportation Authority (OCTA), who have sole discretion to proceed. Mr. Ikhata invited Philip Law, SCAG Staff, to provide information on the details of the study.

Mr. Law discussed the study process, background, and a summary of evaluation results for the final set of alternatives that included: 1) No-Build; 2) Transportation Systems Management (TSM); 3) Bus Rapid Transit (BRT); 4) Streetcar; 5) Light-Rail Transit (LRT); and 6) (Maglev).

Mr. Law discussed the recommendations for alignments, stations, phasing options, and technology. It was noted that staff's recommendation and the Steering Committee's recommendation differs only with respect to Low-Speed Maglev. Staff does not recommend Low-Speed Maglev due to its high-cost; significant property acquisition that would be required; aesthetic impacts; and its unproven technology. He stated that the Maglev system does not exist in the United States. The Maglev option is being recommended by the Steering Committee because of its low-noise; low vibration; low traffic impacts, as well as low operating and maintenance cost.

Chair Millhouse introduced three (3) public speakers: Councilmember Scott Larsen, City of Bellflower, Vice-Mayor Violeta Alvarez, City of Bell and Kurt Brotcke, OCTA Staff. Councilmember Larsen stated the City of Bellflower supports the Steering Committee's recommendation regarding the use of Low-Speed Maglev. Vice-Mayor Alvarez, City of Bell, Stated that the City of Bell also supports the Steering Committee's recommendation to include the Low-Speed Maglev option. Mr. Brotcke stated that OCTA does not support the Maglev technology option due to its lack of proven operation; revenue service, and established standards. He stated that the OCTA is currently working with the Cities of Santa Ana and Garden Grove on the eastern section of the corridor for the Santa Ana-Garden Grove Streetcar, which would extend from the downtown Santa Ana Civic Center area to Harbor Blvd.

Hon. Mathew Harper, Huntington Beach, stated that residents of Garden Grove are sensitive to transportation issues and would view the inclusion of the Low-Speed Maglev option with greater skepticism than other more commonly known technologies.

Hon. Bert Hack, Laguna Woods, stated that funding momentum would be gained with the demonstration of proven ridership in the corridor which could be demonstrated with Rapid Bus service to help build momentum toward greater funding.

Hon. Micheál O’Leary, Culver City, stated that the Light Rail is now operating in Culver City, and he has not experienced problems with noise or vibration from the trains, which had been a concern prior to construction. Mr. O’Leary further noted that the Light Rail is a proven and successful technology tool in the region and that it does not seem practical to build a Maglev line.

A MOTION was made (Pettis) to approve the staff recommended action. The MOTION was seconded (Craton).

A SUBSTITUTE MOTION was made (Daniels) to approve the staff recommendation with the inclusion of the Low-Speed Magnetic Levitation technology. The SUBSTITUTE MOTION was seconded (Neal). The SUBSTITUTE MOTION FAILED (14 YES; 18 NOES).

A vote was conducted on the original MOTION to approve the staff recommended action. The MOTION passed with a majority vote with (4) in opposition (McLean, Barrows, Stone, Daniels).

## **INFORMATION ITEMS**

### 6. “Bike Share” Programs in the SCAG Region

Derek Fretheim, Chief Operating Officer, Bike Nation, provided a presentation on Bike Share programs announcing that Bike Nation is a Southern California bike share provider with systems currently installed in Westwood, Venice, Fullerton, Anaheim, Downtown Los Angeles, Long Beach, and Hollywood. He also noted that Bike Nation is a self-service rental system where riders can rent a bicycle from a kiosk and pay a rental fee based on length of use. Regular riders can purchase a subscription for \$75 while daily riders can purchase a 24-hour pass for \$6.

Hon. Leroy Mills, Cypress, asked about riders who encounter a full dock when attempting to return a bike. Mr. Fretheim stated bikes are GPS-equipped, and that they have a street team that moves bikes around as needed. When stations achieve 80% capacity, bikes are moved to other stations.

Hon. Marsha McLean, North LA County, asked what a rider can do when they go to a destination where there is no dock, such as a grocery store. Mr. Fretheim responded that bikes are equipped with locks that can be secured when parked.

### 7. Amendment to the Joint Powers Agreement (JPA) concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Rail Agency

Steve Fox, SCAG Staff, presented an update on the LOSSAN Joint Powers Agreement amendment which provides for local control of Amtrak's Pacific Surfliner service. Mr. Fox reported that on August 31, 2012, the State Assembly and Senate approved SB 1225, allowing for local control of the Amtrak Pacific Surfliner service which operates on the LOSSAN corridor. The governor signed the bill on September 28, 2012. The purpose of a new, locally-controlled JPA is to enhance LOSSAN's ability to implement speed, service and marketing improvements on the Pacific Surfliner.

Mr. Fox further reported that the LOSSAN Rail Corridor Agency will have direct control of Amtrak operations, similar to Northern California's Capital Corridor JPA for Amtrak's Capital Corridor Service. Mr. Fox noted that, at its meeting today, the Regional Council will be asked to adopt Resolution No. 13-545-1 approving the 2013 Amendment to the JPA for the LOSSAN Corridor. Mr. Fox reported that the North County Transit District (NCTD) in San Diego County did not approve the JPA.

Hon. Alan Wapner, Ontario, asked if it is necessary for all LOSSAN agencies to approve the JPA and asked about the consequences of NCTD's action. Mr. Fox responded that it is necessary for agencies to approve the JPA and that NCTD's action would be determined by the LOSSAN Board. Additionally, the local control transfer does not have to be completed until June 2015, so there is time to address issues raised by NCTD.

### **Subcommittee Reports**

#### **High-Speed Rail and Transit (HSRT) Subcommittee Update**

Hon. Karen Spiegel, Corona, presented an update on the HSRT Subcommittee. Ms. Spiegel noted that a Regional Transit Update was provided indicating that there are 68 providers of fixed-route service and altogether almost 100 transit providers serving 9,000 route miles in the region. Although there was a decline in revenue due to the recession, 2012 results show that this trend is reversing. The most important element for transit riders is safety and security. Increasing ridership may mean a greater consideration of rider safety. For Metro, 90% of Web traffic is transit-oriented and reflective of the public's interest in transit.

### **CHAIR'S REPORT**

No report was provided.

### **STAFF REPORT**

Ryan Kuo, SCAG Staff, reported that nomination packets are now available for the 7<sup>th</sup> Annual Compass Blueprint Recognition Awards. The awards will take place at the General Assembly May 2-3, 2013. The Recognition awards is a great opportunity for jurisdictions to showcase its planning work that exemplify the Compass Blueprint principles.

### **FUTURE AGENDA ITEMS**

There were no requests for future agenda items.

## **ADJOURNMENT**

The meeting adjourned at 11:54 a.m. The next meeting of the Transportation Committee will be held on Thursday, February 7, 2013 at the SCAG Los Angeles office.



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Ryan Kuo, Senior Regional Planner  
Transportation Planning

# Transportation Committee Attendance Report

2013

		X = County Represented							X = Attended				= No Meeting		NM = New Member					
	Member (including Ex-Officio) Last Name, First Name	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	July	Aug	Sept	Oct	Nov	Dec
1	Antonovich, Michael*	Los Angeles County		X					X											
2	Barrows, Bruce*	Cerritos		X					X											
3	Becerra, Glen*	Simi Valley		X																
4	Betts, Russell	CVAG				X			X											
5	Carroll, Stan*	La Habra Heights			X				X											
6	Craton, Mary	Canyon Lake				X			X											
7	Daniels, Gene*	Paramount		X					X											
8	Diels, Steve	Redondo Beach		X					X											
9	Eaton, Paul*	Montclair		X																
10	Elattar, Aziz	Caltrans - District 7																		
11	Guerra, Mario	Downey		X																
12	Gurulé, Frank*	Cudahy		X																
13	Hack, Bert	Laguna Woods			X				X											
14	Harper, Matthew*	Huntington Beach			X				X											
15	Herrera, Carol*	Diamond Bar		X					X											
16	Hodge, Bill	Clexico, ICTC	X																	
17	Huizar, Jose*	Los Angeles		X																
18	Hyatt, Jim	Calimesa				X			X											
19	Kelley, Trish	Mission Viejo			X				X											
20	Ledford, James C.	Palmdale/No. L.A. County		X																
21	Martinez, Michele*	Santa Ana			X				X											
22	McDonald, Brian	Chemehuevi Indian Tribe					X													
23	McEachron, Ryan	Victorville					X		X											
24	McLean, Marsha*	Santa Clarita		X					X											
25	Medina, Dan*	Gardena		X																
26	Messina, Barbara*	Alhambra		X					X											
27	Millhouse, Keith* (Chair)	Moorpark						X	X											
28	Mills, Leroy*	Cypress			X				X											
29	Morton, Jim	Lynwood																		
30	Murdock, Brett	Brea			X				X											
31	Neal, Steven*	Long Beach		X					X											
32	Nelson, Shawn*	Orange County			X															
33	O'Connor, Pam*	Santa Monica		X					X											
34	O'Leary, Micheál	Culver City/WCCOG		X					X											
35	Ovitt, Gary*	San Bernardino County					X		X											
36	Parks, Bernard*	Los Angeles		X																
37	Pettis, Gregory*	Cathedral City				X			X											
38	Quintero, Frank*	Glendale		X																
39	Real Sebastian, Teresa	Monterey Park/SGVCOG							X											
40	Roberts, Ron*	Temecula				X			X											
41	Rutherford, Mark	Westlake Village		X					X											
42	Sandoval, Damon	Morongo Band of Mission Indians				X														
43	Spence, David	Flintridge/Arroyo Verdugo Cities		X					X											
44	Spiegel, Karen	Corona/WRCOG				X			X											
45	Spohn, Tim	Industry/SGVCOG		X					X											
46	Stone, Jeff*	Riverside				X			X											
47	Talamantes, Jess	Burbank/SFVCOG		X																
48	Voss, Don*	La Cañada Flintridge		X					X											
49	Wapner, Alan* (Vice-Chair)	Ontario					X		X											
Totals			1	24	8	8	4	1												
* Regional Council Member																				

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**DATE:** February 7, 2013

**TO:** Community Economic and Human Development (CEHD) Committee  
Energy Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**FROM:** Michele Martinez, Chair, Active Transportation Subcommittee  
Barbara Messina, Chair, Goods Movement Subcommittee  
Pam O' Connor, Chair, Sustainability Subcommittee  
Gary Ovitt, Chair, Transportation Finance Subcommittee  
Deborah Robertson, Chair, Public Health Subcommittee  
Karen Spiegel, Chair, High-Speed Rail and Transit Subcommittee

**SUBJECT:** Summary Report from Subcommittees

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**

*The Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Transportation Finance, and Sustainability Subcommittees have been meeting since September 2012. Presentations by SCAG staff, industry professionals, and other stakeholders have provided background information and input on issues facing the region relevant to each Subcommittee to facilitate implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and develop policy recommendations for the next RTP/SCS. In an effort to keep all Regional Council and Policy Committee members informed, a monthly report will be provided summarizing the work and progress of the Subcommittees.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve regional decision-making providing leadership and consensus building on key plans and policies.

**BACKGROUND:**

At its April 5, 2012 meeting, the Regional Council approved the formation of Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. Charters for each Subcommittee were approved by the Regional Council in July 2012, and SCAG President Glen Becerra thereafter appointed to each of the six (6) Subcommittees both Regional Council and Policy Committee members representing the six SCAG counties as subcommittee members and representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Active Transportation, Goods Movement, High-Speed Rail and Transit, and Transportation Finance Subcommittees report to the Transportation Committee (TC). The Public Health Subcommittee reports to the Energy and Environment Committee (EEC). The Sustainability Subcommittee reports to the Community, Economic and Human

# REPORT

Development Committee (CEHD). The Subcommittees began meeting in September 2012 with a goal of completing their discussions by February 2013 so that policy recommendations may be presented to TC, EEC and CEHD, and thereafter to the Regional Council as well as to the General Assembly as part of the annual meeting in May 2013.

The following represents a summary of the recent Subcommittee meetings:

## **Active Transportation, Public Health and Sustainability Subcommittees**

### 4<sup>th</sup> Meeting, January 14, 2013

This meeting was a joint meeting of the three subcommittees: Active Transportation, Public Health, and Sustainability. At this meeting, draft consolidated subcommittee policy recommendations were presented to the Subcommittees by Huasha Liu, Director of Land-Use and Environmental Planning who noted that the next step would be for each subcommittee to review the recommendations separately.

Alan Thompson, Senior Regional Planner, presented information about SCAG's Active Transportation and Safety Monitoring Program, noting the number of fatalities and injuries in the region, and primary collision factors. Several Safety Policy recommendations were provided for review. Allison Mannos, Multicultural Communities for Mobility (MCM) discussed the active transportation needs for disadvantaged communities, including low-income and immigrant communities. Ms. Mannos noted that bicycles are heavily relied upon in disadvantaged communities as cars are unavailable or unaffordable and that specific policies should be developed to consider the needs of these disadvantaged communities.

Ping Chang, Program Manager II, Compliance & Performance Monitoring, presented the history, current status, and future development of SCAG's performance monitoring plan. This item was in direct response to member and stakeholder interest in how performance indicators will be used to forward the goals of this RTP/SCS and future plans. The last item of the day was a joint presentation between Manal Aboelata of the Prevention Institute, and Tracy Delaney of the Southern California Chronic Disease Institute. Their presentation highlighted the need for direct and early collaboration between public health agencies and metropolitan planning agencies.

## **Goods Movement Subcommittee**

### 4<sup>th</sup> Meeting, January 28, 2013

This will be a Joint Meeting of the Goods Movement and Transportation Finance Subcommittees focusing on public-private-partnerships, innovative financing and funding strategies for goods movement. A summary report will be included in the next update.

## **High-Speed Rail & Transit Subcommittee**

### 4<sup>th</sup> Meeting, January 18, 2013

The fourth Subcommittee meeting focused on the nexus between transit and land use. Items for discussion included: 1) a presentation on SCAG and Metro's First Mile/Last Mile Strategic Plan by SCAG Planner Alan Thompson, 2) a presentation on historical transportation and land use interactions by Professor Genevieve Giuliano, USC Price School of Public Policy, 3) a presentation on planning for transit oriented



# REPORT

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development in the post-redevelopment environment by Cecilia Estolano of Estolano LeSar Perez Advisors, LLC, 4) a presentation on Metro's joint TOD programs by Roger Moliere, Chief of Real Property Management & Development at Metro, 5) a presentation on the City of Fullerton's streetcar project by Jay Eastman, Mobility Planner for the City of Fullerton, and 6) a presentation on the economic development aspects of transit oriented development by Ron Golem of Bay Area Economics. The Subcommittee also received a draft technical memorandum on best practices in public transit service delivery and a draft outline for a regional passenger rail vision element for the 2016 RTP/SCS update.

## **Transportation Finance Subcommittee**

### 4<sup>th</sup> Meeting, January 28, 2013

At the time this report was written, the fourth meeting of the Subcommittee had not yet occurred. As previously noted, this fourth meeting will be a Joint Meeting of the Goods Movement and Transportation Finance Subcommittees with presentations regarding public-private-partnerships, innovative financing and funding strategies for goods movement. A summary report will be included in the next update.

### **FISCAL IMPACT:**

Funding for the Subcommittees is included in the FY 2012-2013 Budget.

### **ATTACHMENT:**

None

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**DATE:** February 7, 2013

**TO:** Transportation Committee (TC)

**FROM:** Annie Nam, Manager, Transportation Finance & Goods Movement, (213) 236-1827,  
[nam@scag.ca.gov](mailto:nam@scag.ca.gov)

**SUBJECT:** ON THE MOVE Southern California Delivers the Goods Summary Report

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

For discussion.

**EXECUTIVE SUMMARY:**

*In December 2012, SCAG completed the multi-year Comprehensive Regional Goods Movement Plan and Implementation Strategy. Numerous findings from the study were incorporated into the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Staff will provide a presentation on the key findings and strategies included in the Summary Report as well as next steps to implement strategies.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 1 – Improvement of regional decision-making by providing leadership and consensus building on key plans and policies and Goal 4 – Development, maintenance, and promotion of the utilization of state-of-the-art models, information systems, and communications technologies.

**BACKGROUND:**

In October 2008, SCAG initiated a multi-year Comprehensive Regional Goods Movement Plan and Implementation Strategy to develop a coherent, refined, and integrated regional goods movement system plan that would refine the goods movement portion of the agency's 2008 Regional Transportation Plan (RTP). Numerous findings from the study were instrumental in developing goods movement strategies included in the 2012-2035 RTP/SCS. Key findings and conclusions that will guide future goods movement planning include:

- Goods movement is critical to the region's economy and serves a diverse set of functions, markets and industries. The focus on functions and markets helped identify multi-modal corridors and modal connections. With enhanced understanding of functions and markets, strategies were developed to serve growing regional industries.
- The region faces many challenges including congestion, safety, and environmental concerns. Strategies were assessed by how well they address multiple challenges.
- Strategies have been identified that can improve the environmental performance of the goods movement sector by introducing cleaner operations, fuels, and technologies. Development of strategies focused on reducing impacts on communities by moving goods movement activities closer to industrial areas, and reducing locations where such activities physically divide communities.

- Strategies in the plan provide for local access improvements on “last mile” connectors and expand terminal capacity for key goods movement facilities.

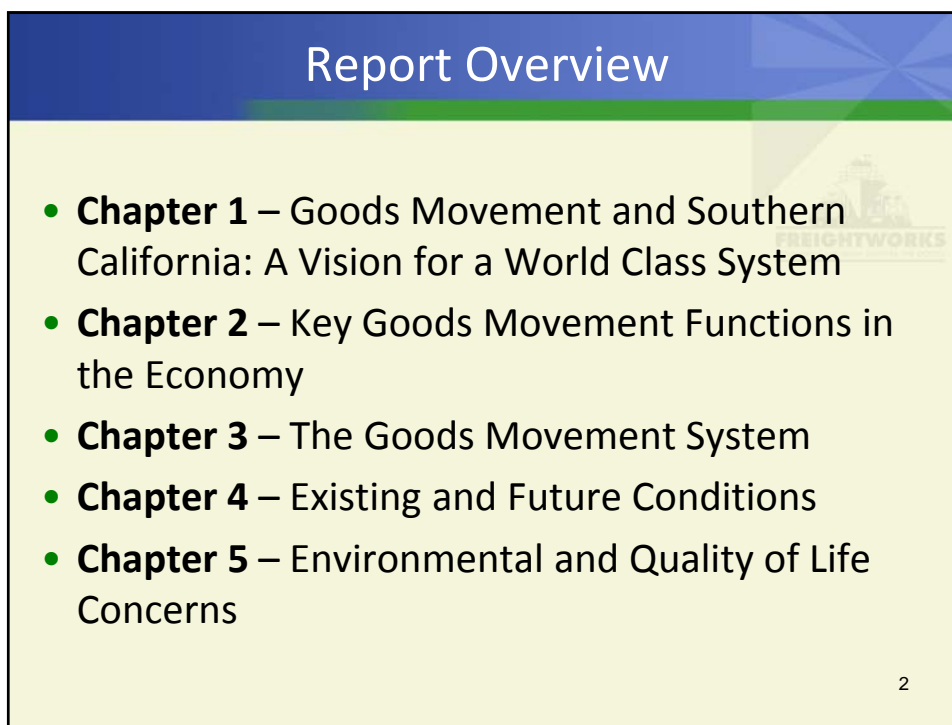
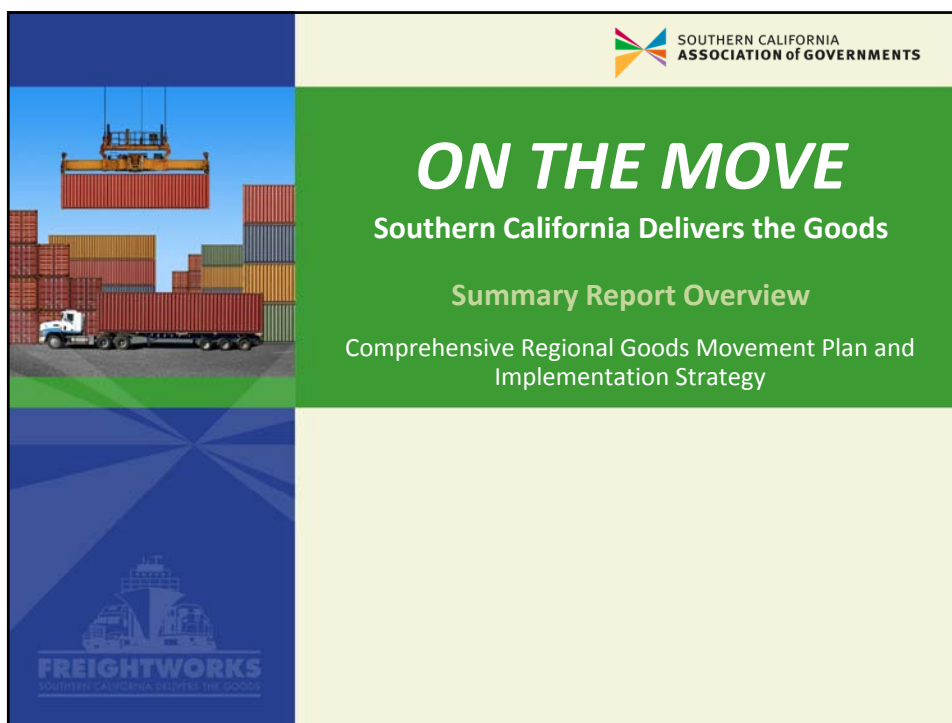
The study was completed in December 2012. SCAG staff will provide a presentation on the information included in the study’s Summary Report with highlights on key findings and next steps. Hard-copies are available upon request. <http://scag.ca.gov/goodsmove/>

**FISCAL IMPACT:**

Funding for this effort is included in the FY 12/13 OWP.

**ATTACHMENT:**

ON THE MOVE Southern California Delivers the Goods Summary Report Presentation



## Summary Report Overview (cont.)

- **Chapter 6** - The Regional Goods Movement Plan
- **Chapter 7** – Goods Movement Has Significant Economic Benefits (economic impacts of the Plan)
- **Chapter 8** – Paying for the Plan
- **Chapter 9** – Paving the Path Forward
- **Project List**

3

## Ch. 1 - A Vision for A World Class System

### Goods Movement Vision Statement

A world class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to and from the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for our communities

4

## Meeting Regional Objectives

### Support Regional Economy

- Investment that targets key local industries to support regional and national economies
  - Focus on markets
  - Continued expansion of and accessibility to international trade hubs balancing needs of communities and trade-oriented business
  - Focus on intra-regional systems that connect distribution centers with population centers

5

## Meeting Regional Objectives (cont.)

### Address Multi-modal Challenges

- Solutions with a mix of capacity expansion and operational improvements
  - Creative approaches to shared use corridors

### Provide Healthy Environment and Livable Communities

- Expand goods movement system in ways that:
  - Emphasize lowest emitting modes
  - Support development of clean goods movement technologies
  - Mitigate neighborhood and community impacts

6

## Ch. 2 - Key Goods Movement Functions in the Economy

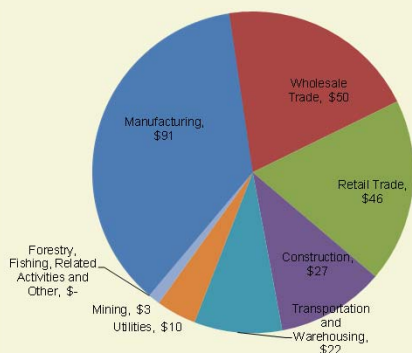
- Provides access to international gateways
- Supports regional manufacturing activities
- Serves the needs of local businesses and residents
- Supports a thriving logistics industry

7

## Chapter 2 – Key Goods Movement Functions in the Economy: Goods Movement-Dependent Industries

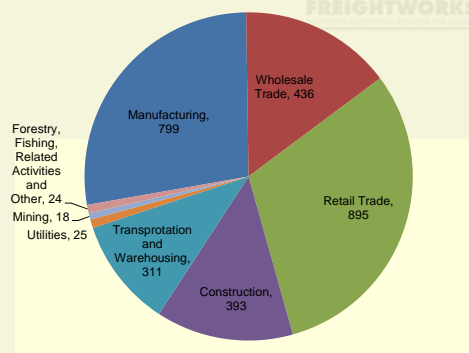
### Economic Contributions

\$249 billion GRP, 2010



### Employment Contributions

2.9 Million Jobs, 2010



Goods movement-dependent industries include manufacturing, retail trade, wholesale trade, construction, transportation, and warehousing sectors.



## Ch. 3 - Regional Goods Movement System



- 6 Commercial Airports
- 2 largest U.S. container ports (Long Beach/Los Angeles) and Port of Hueneme
- Extensive network of freeways and arterials
- 2 Class I rail-roads (BNSF/UP)
- 3 international border crossings
- Abundant warehousing facilities
- Large internal market

9

## Ch. 4 - Existing Conditions and Future Needs

### Highway System

- High growth in truck traffic on critical central corridors
- Providing for important intra-regional trucking
- Growing truck traffic and safety in the region

10



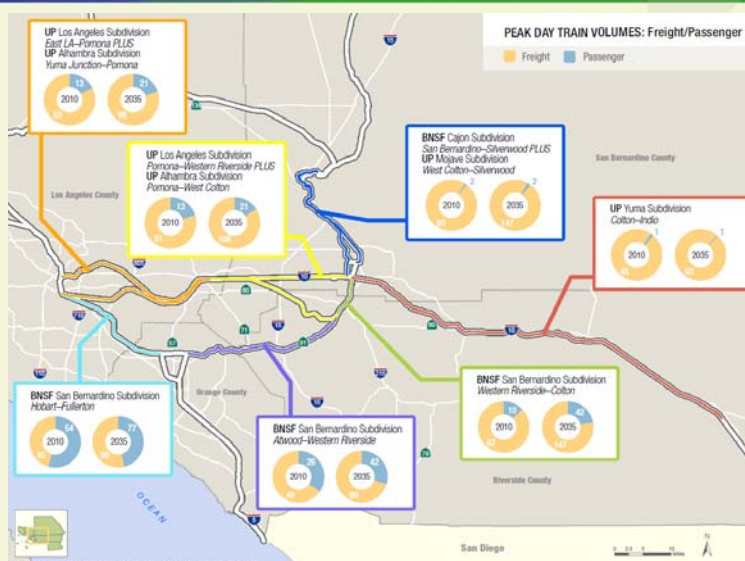
## Existing Conditions and Future Needs

### Regional Rail System

- Increased demand for rail capacity (both freight and passenger trains)
- Traffic delays, auto emissions, and safety concerns at grade crossings

13

## Peak Day Train Volumes (2010 to 2035)



14

## Delay at Grade Crossings

### Percent Growth at At-Grade Crossings by Line Segment from 2010 to 2035

	% Growth
<b>BNSF Subdivisions</b>	
San Bernardino (Hobart to San Bernardino)	285%
Cajon (San Bernardino to Barstow)	301%
Subtotal BNSF	286%
<b>UP Subdivisions</b>	
Alhambra (LATC to Colton Crossing) *	209%
Los Angeles (East Los Angeles Yard W. Riverside) *	275%
Combined Segment (Alhambra and LA Subdivisions, Pomona and Montclair Area)	211%
Yuma (Colton Crossing to Indio)	428%
<b>Subtotal UP</b>	254%
<b>Total</b>	<b>269%</b>

15

## Existing Conditions and Future Needs

### San Pedro Bay Ports

- Continue to be ports of choice for Pacific Rim trade – growth will be constrained by capacity
  - 144% growth in port truck trips even with increased on-dock rail – impacts will be on I-710 but will expand to central corridors with warehousing shifts
  - Increased competition from West Coast ports and Panama Canal

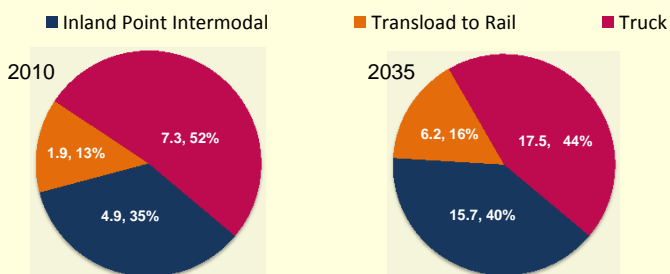
16

## Existing Conditions and Future Needs

### San Pedro Bay Ports

- Expansion of on-dock and near-dock terminals will be critical but continued growth in transloading will create new demands for warehousing space and intermodal terminal capacity

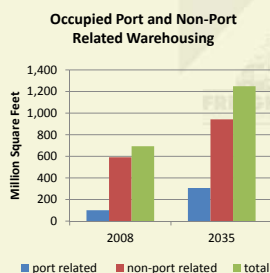
SPB Ports Container Volume Share by Market, 2035 (in millions of Annual TEUs)  
NOTE: Includes imports/exports/empties



17

## Existing Conditions and Future Needs

- A number of factors could alter future demand
  - Increased use of import warehouses increases demand
  - Warehouse space utilization efficiency gains reduces demand
  - More rapid inventory turnover reduces demand
  - Need to monitor future developments



Warehousing Demand and Shortfall

Total occupied & unoccupied	837
Undeveloped suitable	185
2035 demand	1,250
Shortfall	228

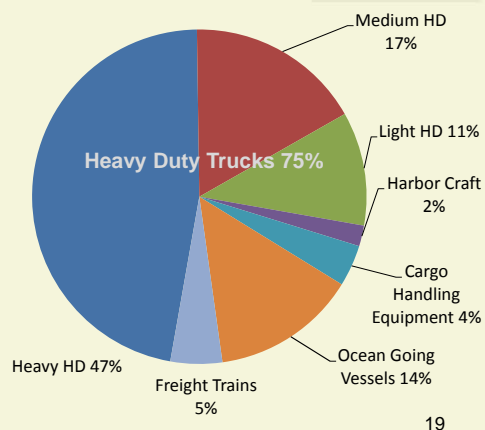
## Ch. 5 – Environmental Challenges and Quality of Life

### NO<sub>x</sub> is the biggest challenge

- 80% reduction from current NO<sub>x</sub> levels by 2023
- 90% reduction by 2032
- Mobile sources contribute 80% of regional NO<sub>x</sub>
- In 2023 trucks will be 20% of mobile NO<sub>x</sub> emissions

PM<sub>2.5</sub> is also a concern with deadlines in 2014 and 2019

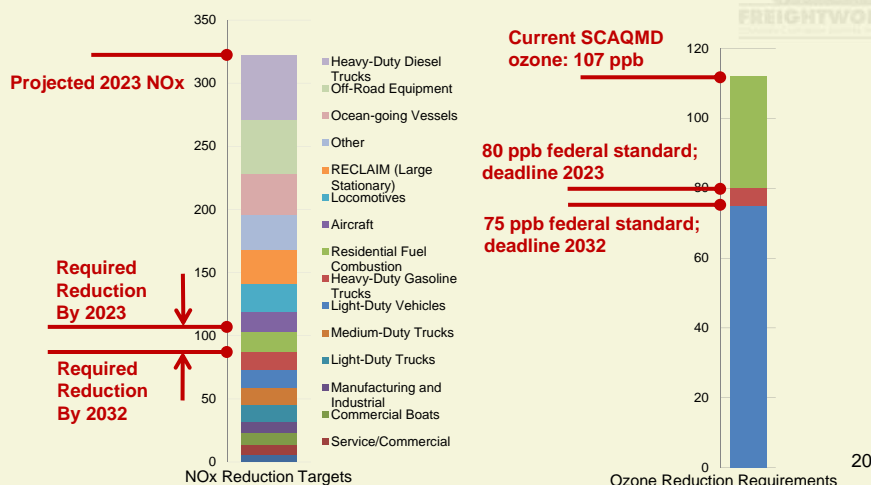
NO<sub>x</sub> by Goods Movement Source, 2010



19

## Ch. 5 - Environmental and Quality of Life Concerns

But that's **not enough** to meet federal requirements...



## Ch. 6 - Goods Movement Strategies

- Zero Emission Freight Corridor System
- Truck bottleneck relief
- Rail mainline and terminal capacity improvements
- Grade Separations
- Other Truck Corridor and Access Improvement Projects



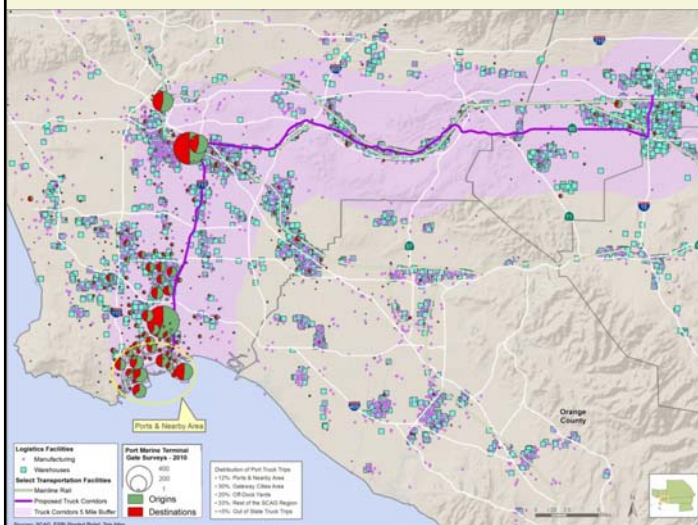
21

## Regional Clean Freight Corridor System

Mobility	<ul style="list-style-type: none"> <li>• Truck Delay reduction of approximately 11 percent</li> <li>• All traffic delay reduction of approximately 4.3 percent</li> <li>• Reduces truck volumes on general purpose lanes – up to 82 percent reduction on SR-60</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Reduced truck / automobile accidents (up to 20-30 per year on some segments)</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• 100 percent zero-emission truck utilization removes: 4.7 tons NO<sub>x</sub>, 0.16 tons PM<sub>2.5</sub>, and 2,401 tons CO<sub>2</sub> daily (2.7 percent to 6 percent of region's total)</li> </ul>
Community	<ul style="list-style-type: none"> <li>• Preferred alignment has least impact on communities</li> <li>• Reduces traffic on other freeways</li> <li>• Zero- and/or near-zero emission technology reduces localized health impacts</li> </ul>



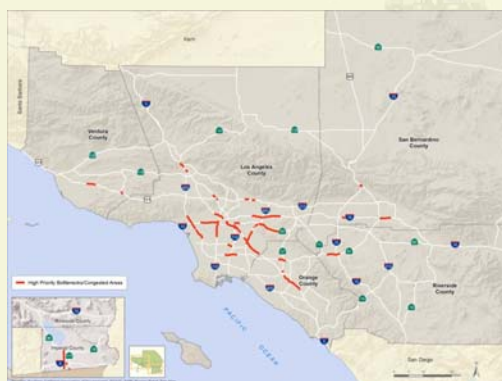
## Regional Clean Freight Corridor System



- The mobility provided by trucks is required; fixed guideway is not an option.
- Infrastructure provides wayside power and can serve multiple truck types with potential to charge batteries.
- Facilities are within a 5 mile range of proposed corridor; advantageous with current battery range limitations.

## Truck Bottleneck Relief Strategy

- Truck congestion in urban areas within the region resulted in \$2.6 billion in costs from wasted labor and fuel
- Strategy identified programmed projects and new projects that would address 50 top truck bottlenecks





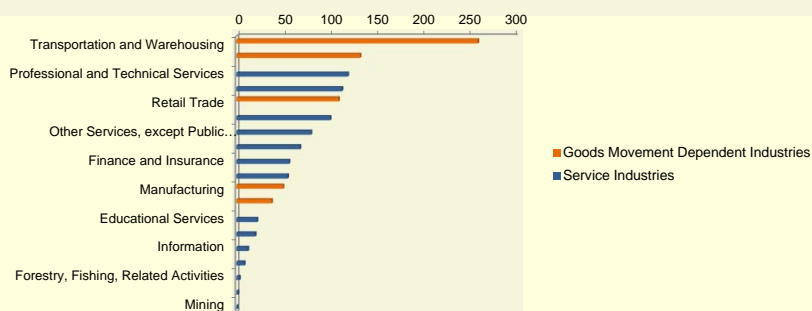
## Rail Strategy Benefits

Mobility	<ul style="list-style-type: none"> <li>Reduces trail delay to 2000 levels</li> <li>Provides mainline capacity for project demand in 2035 (43.2 million TEUs)</li> <li>Eliminates 5,782 vehicle hours of delay per day at grade crossing in 2035</li> </ul>
Safety	<ul style="list-style-type: none"> <li>Eliminates 71 at-grade railroad crossing</li> </ul>
Environment	<ul style="list-style-type: none"> <li>Reduces 22,789 lbs of emissions per day (CO<sub>2</sub>, NO<sub>x</sub>, and PM<sub>2.5</sub> combined) from idling vehicles at grade crossing</li> <li>Facilitates on-dock rail</li> <li>Reduces truck trips to downtown rail yards and associated emissions</li> </ul>

## Ch. 7 - Goods Movement Has Significant Economic Benefits

- Evaluated economic impacts in terms of local and national output/employment by industry sector using REMI model

**Employment Benefits by Industry**  
(In Job Years, Thousands)



26

## Ch. 8 - Paying for the Plan

- Policy principles
  - Nexus
  - Public role vs. private role
  - Local/regional vs. state/national
- Sample finance plans



27

## Ch. 9 - Paving the Path Forward

- Completing the regional freight corridor system
- Implementing the rail improvement strategies
- A zero-emission future
- Developing new strategies to address changing global supply chains
- Project funding



28

**DATE:** February 7, 2013

**TO:** Transportation Committee (TC)

**FROM:** Rich Macias, Director of Transportation Planning, 213-236-1805, [macias@scag.ca.gov](mailto:macias@scag.ca.gov)

**SUBJECT:** Aviation Subcommittee for the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

**EXECUTIVE DIRECTOR'S APPROVAL:** \_\_\_\_\_



**RECOMMENDED ACTION:**

For discussion.

**EXECUTIVE SUMMARY:**

*The Regional Aviation and Airport Ground Access Element is a key component of the 2012 RTP/SCS. It should be updated as part of the 2016 RTP/SCS. SCAG is currently reviewing options to fulfill this requirement in light of recent budgetary challenges for FY 13 and FY 14 and still meet the schedule requirements by 2016. Councilmember Alan Wapner has requested that the Transportation Committee discuss the potential of forming an Aviation Subcommittee in FY 13 to guide the aviation work program associated with the 2016 RTP/SCS. An Aviation Subcommittee, similar to the six (6) subcommittees, could be used as a vehicle to guide the development of a policy framework for the Regional Aviation and Airport Ground Access component of the 2016 RTP/SCS. Currently, there are no resources identified for aviation work in FY 13 and FY 14, including formation of an Aviation Subcommittee. Options to address this request are provided below for Transportation Committee discussion.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional Plans;

**BACKGROUND:**

The Regional Aviation and Airport Ground Access Element is a key component of the 2012 RTP/SCS, which must be updated as part of the 2016 RTP/SCS. Components of the Regional Aviation Element include: aviation demand forecasts for both passenger and air cargo for current and future commercial airports, regional aviation policies and a regional airport ground access improvement program. A comprehensive review and update of each of these elements will require resources not currently budgeted for FY 13 and FY 14.

As described elsewhere in the agenda, SCAG received notice of a reduction in federal planning funds for FY 13 and 14 (Overall Work Program planning funds (OWP)). As a consequence, staff has submitted to the Regional Council a deferment of planned new activities for FY 13 giving preference to fund current OWP contracts underway. The FY 14 draft budget including proposed OWP planned activities will be reviewed by the Regional Council at the March 7, 2013 meeting. In the interim, staff is currently seeking additional planning funds for the aviation work as well as other Board-approved RTP/SCS follow-up priorities from Caltrans and the Federal Department of Transportation.

# REPORT

Potential options to address Councilmember Wapner's Request:

- 1) Defer discussion to the March 7, 2013 Transportation Committee meeting in order to allow time for staff to identify whether additional funds are available for OWP purposes either in FY 13 or FY 14 from Caltrans and the Federal Department of Transportation to begin the aviation work;
- 2) Recommend to the Regional Council to amend the proposed FY 13 OWP projects deferred currently on this month's agenda and cut additional OWP projects underway in order to begin the Aviation work in FY 13. Staff estimated potential financial impacts are listed below. Examples of projects underway that would be deferred (goods movement, active transportation, modeling upgrades, Southern California Phase II economic job recovery strategy follow-up work, etc.).
- 3) Discuss the option of the Transportation Committee continuing the responsibility of overseeing the Aviation work if the Transportation Committee decides to pursue Option #2 versus cost of creating the Aviation Subcommittee. Staff estimates the direct additional cost for adding another Subcommittee at \$25,000 per year (meeting stipends, travel, meals, administrative support, etc.). An Aviation Subcommittee, similar to the six (6) subcommittees, could be used as a vehicle to guide the development of a policy framework for the Regional Aviation and Airport Ground Access component of the 2016 RTP/SCS.

Staffing-With the recent retirement of the Aviation program staff at the end of December 2012, there is no staff assigned to the aviation program or budgeted to fill the position in FY 13. The anticipated resources needed to support this effort would be a full time aviation program staff at a cost of approximately \$150,000, which includes salary, benefits and overhead expenses associated with one full-time employee. Assuming that resources were identified for the staff person by this spring, that person would support the proposed development of a work program and technical support for the options above.

Technical Support-Staff would seek outside technical support to complete the work components addressed in the above Aviation element update. Approximately \$800,000 would be needed for the next three years to perform all technical work needed to update the Regional Aviation and Airport Ground Access element of the 2016 RTP/SCS. Assuming that resources were identified for staff to oversee the technical work and brought on board, the technical work would not be begin until this summer (providing that resources are identified and available in FY 14).

## **FISCAL IMPACT:**

Anticipated staff resource is approximately \$150,000, which includes salary, benefits and overheads associated with one full time employee. Approximately \$800,000 would be needed over the next three years to perform all technical work to support the Regional Aviation and Airport Ground Access element of the 2016 RTP/SCS. Approximately \$25,000 (which may come from the General Fund) will be needed to provide administrative and logistical support for the Aviation Subcommittee, if established, per year assuming that the subcommittee will meet monthly.

## **ATTACHMENT:**

None

**DATE:** February 7, 2013

**TO:** Transportation Committee (TC)

**FROM:** Darin Chidsey, Acting Director, Strategy, Policy & Public Affairs, (213) 236-1836, [chidsey@scag.ca.gov](mailto:chidsey@scag.ca.gov)

**SUBJECT:** Transportation Committee (TC) Video-conferencing Pilot Program

**EXECUTIVE DIRECTOR'S APPROVAL:** 

## RECOMMENDED ACTION:

The Regional Council recommends that the Transportation Committee consider their comments from the January 3<sup>rd</sup> meeting regarding the proposal to waive existing policies prohibiting members of the Transportation Committee (TC) to participate in regularly scheduled TC meetings via video conference, for a period of six (6) months and approve video-conference protocols outlined in this report to facilitate the meeting process.

## EXECUTIVE SUMMARY:

*At the January 3, 2013 meeting, the Regional Council voted to send the proposed video-conferencing pilot program to the TC discussion and recommendation as to whether to pursue a video-conferencing pilot program for regular meetings of the Transportation Committee. The pilot program, as proposed and described in this staff report, would allow member participation via video-conference in regular TC meetings for the duration of six (6) months while SCAG staff assesses the viability and logistics associated with the potential of further application of the program to additional meetings. At the end of the six (6) month pilot program, staff will present a report to TC and the RC regarding whether to continue with the program.*

## STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

## BACKGROUND:

At the January 3<sup>rd</sup> Regional Council meeting, there was extensive discussion regarding the advantages and disadvantages of waiving the policy regarding prohibition of video-conferencing of Policy Committees. The Regional Council requested that the Transportation Committee consider that a roll call would be required on all agenda items and whether that would be feasible given the length of the agendas. There was discussion of whether consideration was given to a smaller sized Policy Committee may be a better pilot for the 6 month test period. The Regional Council voted to send the proposed video-conferencing pilot program to the TC for discussion and recommendation as to whether to pursue a video-conferencing pilot program for regular meetings of the TC.

SCAG has received requests to extend its video-conferencing capabilities to members and stakeholders wishing to participate in regular meetings of the Regional Council and Policy Committees at satellite locations. In response to these requests, staff recommended at its January 3, 2013 meeting that the Regional Council consider a pilot program to allow TC members to participate via video-conference in its regular meetings for a trial period while assessing the viability and logistics associated with the potential of

# REPORT

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furthering the program to additional meetings.

Although current policy prohibits the use of video-conferencing for regular Regional Council and Policy Committee meetings (Article VI, Section 1.11 of the SCAG Regional Council Policy Manual), the Brown Act does allow the use of this technology while conducting public meetings, given certain requirements are met. To implement this proposed pilot program, the Regional Council action is required to waive its policy with respect to the pilot program.

Meanwhile, in order to satisfy the provisions of the Brown Act, the following protocols are recommended should the Transportation Committee and Regional Council determine to move forward:

- Video-conferencing locations shall be limited to SCAG Regional Offices and satellite locations which shall be listed on the TC Agendas and Agendas shall be posted at each available site.
- SCAG will provide meeting materials at each video-conference location, including: public comment cards, sign-in sheets, Agendas and accompanying attachments.
- SCAG and/or sub-regional designees will be available at each site to coordinate and provide general meeting facilitation.
- The TC Chair (or Vice-Chair) will preside over the meeting from SCAG's main office in Los Angeles.
- The TC Chair (or Vice-Chair) will conduct a separate call for public comments from all participating at video-conference locations.
- A roll call vote shall be conducted for all agenda items requiring a vote.
- Teleconferencing will only be used as a contingency in the event of a video connection failure.

## **FISCAL IMPACT:**

None

## **ATTACHMENT:**

None

**DATE:** February 7, 2013

**TO:** Transportation Committee (TC)

**FROM:** Darin Chidsey, Acting Director, Strategy, Policy & Public Affairs, (213)-236-1836, [chidsey@scag.ca.gov](mailto:chidsey@scag.ca.gov)

**SUBJECT:** State Legislation Allowing Triple Bike Racks on Buses

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*At its January 3, 2013 meeting, the Regional Council adopted, as part of SCAG's legislative priorities for 2013, support of legislation that allows public bus operators to increase the bike rack length to allow for triple bike racks. Councilmember Greg Pettis, Cathedral City, District 2, requested this item be brought to the Transportation Committee for consideration.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal (1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

**BACKGROUND:**

SCAG's Legislative Priorities include supporting legislation that authorizes public transit providers to voluntarily increase bus bike rack length to allow for the transport of three (3) bikes. Current statute generally limits bus length to 40 feet, with some exemptions, and length of bike racks to a maximum of 36 inches from the front of bus, with handlebars extending no more than 42 inches from the front of bus. This limits the rack capacity to two (2) bikes on most of the buses used in the SCAG region. However, existing law provides an exception to this requirement to the Alameda-Contra Costa Transit District, authorizing the extension of total vehicle dimensions to allow for installation of triple bicycle racks in that jurisdiction with the requirement that Alameda-Contra Costa report to the Legislature by December 31, 2014 the impacts regarding safety issues and mobility improvements, if any, attributable to installation of a third bike rack.

In 2012, following direction of the Regional Council, SCAG sought legislation to authorize transit providers in the SCAG region to add a third bike rack to buses by increasing the permitted overall bus length by allowing bikes to extend 40 inches from the front of bus, and handlebars to extend 46 inches from the front of bus, as authorized for the Alameda-Contra Costa Transit District. SCAG, working in cooperation with local transportation commissions, identified potential sponsors but was unable to secure a bill author prior to expiration of the legislative deadline to introduce legislative bills.

At its January 3, 2013 Regional Council meeting, the Regional Council adopted, as part of SCAG's legislative priorities for 2013, support of legislation that allows public bus operators to increase the bike rack length to allow for triple bike racks. Specifically, SCAG would support new legislation, if introduced, that amends the state Vehicle Code section to grant discretionary authority to the transportation commissions and/or transit operators within the respective counties of Imperial, Los Angeles, Orange,

# REPORT

Riverside, San Bernardino, and Ventura, so that they “*may install a folding device attached to a public bus that is designed and used exclusively for transporting bicycles that does not extend more than 40 inches from the front body of the bus when fully deployed, and for which the handlebars of a bicycle that is transported on the device does not extend more than 46 inches from the front of the bus.*”

This support follows input from county transportation commissions, bicycle advocates, and the public that were received at the 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (RTP/SCS) outreach meetings calling for additional bicycle racks on public buses.

It is estimated that bicycling in the six county Southern California regions has increased by approximately 50% since 2005. When gas prices peaked, bicycling to transit peaked significantly, resulting in not enough racks on buses for cyclists, forcing many to either wait for later buses; chain the bicycle to nearby stationary objects (traffic sign, fencing); or abandon the bicycle.

Increasing bicycle racks from two (2) to three (3) increases capacity by 50% as the next draft RTP/SCS is expected to propose significant increases in resources dedicated to active transportation (bicycling and walking) which would play a significant role in helping the region meet SB 375 greenhouse gas emission reductions requirements.

In addition, the Mineta Transportation Institute has found that bicycling distance is usually approximated as less than two (2) miles. By using a two (2)-mile buffer around the transit station, the great majority of residents in Southern California have access to transit by bicycle (92.3%), with Los Angeles County having the highest percentage of bicyclist access to transit (99.1%). The Los Angeles County Metropolitan Transportation Authority (METRO) Board has already approved a phased plan for installation of triple bicycle racks on all METRO buses.

In legislative year 2011-2012, Assembly Bill 2488 (Williams) was passed which allowed Gold Coast Transit in Ventura County to install bike racks that do not exceed 40 inches in front of the body of the bus; establish a committee that will certify routes safe for the longer bus and wider turning radius; and submit a report on or before December 31, 2017, summarizing any incidents where the size of the bicycle racks may have been a factor.

## **FISCAL IMPACT:**

No fiscal impact.

## **ATTACHMENT:**

None.